

AMENDMENTS TO CLAIMS:

Please cancel claim 48 and amend claims 15-19, 21, 22, 24-30, 39-43, and 45-47 as follows:

15. (Amended) An air reservoir for use on a motor vehicle, comprising:
a purge [first] section;
a service [second] section;
a divider between the purge [first] and service [second] sections;
5 a first connection connecting the purge [first] section to a source of compressed air; and
a second connection connecting the service [second] section to the source of compressed air, the first connection not connecting the purge [first] section to the service [second] section and the second connection not connecting the service [second] section to the purge [first] section.
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16. (Amended) The air reservoir for use on a motor vehicle as set forth in claim 15, wherein the divider creates an air-tight seal between the purge [first] and service [second] sections.
17. (Amended) The air reservoir for use on a motor vehicle as set forth in claim 15, wherein a volume of the service [second] section is larger than a volume of the purge [first] section.
18. (Amended) The air reservoir for use on a motor vehicle as set forth in claim 15, further including:
a valve for controlling communication between the service [second] section and the source of compressed air.
19. (Amended) The air reservoir for use on a motor vehicle as set forth in claim 15, wherein the second connection is routed through the purge [first] section.

21. (Amended) The air reservoir for use on a motor vehicle as set forth in claim 15, wherein the first and second connections connect the purge [first] and service [second] sections, respectively, to the source of compressed air via an air dryer.

22. (Amended) An air supply system for a motor vehicle brake system, comprising:

a compressor for supplying compressed air;

5 an air dryer connected to receive compressed air from the air compressor, the dryer including a desiccant bed through which the compressed air flows for providing a dry compressed air source for operating the brake system; and

a reservoir, including:

a purge [first] section;

a service [second] section;

10 a baffle defining the purge [first] and service [second] sections;

a first passageway connecting the purge [first] section to the source of the dry compressed air; and

15 a second passageway connecting the service [second] section to the source of the dry compressed air, the dry compressed air being transmitted between the source and the service [second] section without passing through the purge [first] section.

24. (Amended) The air supply system for a motor vehicle brake system as set forth in claim 22, wherein:

a purge [first] portion of the dry compressed air is transmitted between the dryer and the purge [first] section via the first passageway; and

5 a service [second] portion of the dry compressed air is transmitted between the dryer and the service [second] section via the second passageway.

25. (Amended) The air supply system for a motor vehicle brake system as set forth in claim 24, wherein:

the purge [first] portion of the dry compressed air is not transmitted to the service [second] section; and

5 the service [second] portion of the dry compressed air is not transmitted to the
purge [first] section.

26. (Amended) The air supply system for a motor vehicle brake system as set forth in claim 24, wherein the purge [first] portion of the dry compressed air is transmitted from the purge [first] section to the dryer for regenerating the desiccant bed.

27. (Amended) The air supply system for a motor vehicle brake system as set forth in claim 26, wherein the service [second] portion of the dry compressed air is transmitted to the brake system.

28. (Amended) The air supply system for a motor vehicle brake system as set forth in claim 26, wherein circuit components cause the purge [first] portion of the dry compressed air to be transmitted from the dryer to the purge [first] section via the first passageway before the service [second] portion of the dry compressed air is
5 transmitted from the dryer to the service [second] section via the second passageway.

29. (Amended) The air supply system for a motor vehicle brake system as set forth in claim 26, wherein a volume of the purge [first] section is smaller than a volume of the service [second] section.

30. (Amended) The air supply system for a motor vehicle brake system as set forth in claim 24, further including:

 a valve for controlling the transmission of the service portion of the [second] dried compressed air between the dryer and the service chamber.

39. (Amended) An air reservoir for use on a motor vehicle, comprising:
 a purge [first] section in independent fluid communication with a source of compressed air;
 a service [second] section in independent fluid communication with the source
5 of compressed air; and
 a divider between the purge [first] and service [second] sections.

40. (Amended) The air reservoir as set forth in claim 39, wherein the purge [first] section is not in independent fluid communication with the service [second] section.

41. (Amended) An air reservoir for use on a motor vehicle, comprising:
a purge [first] section;
a service [second] section;
a divider between the purge [first] and service [second] sections;
5 a first passageway independently fluidly connecting the purge [first] section to a source of compressed air; and
a second passageway independently fluidly connecting the service [second] section to the source of compressed air, the first passageway not independently fluidly connecting the purge [first] section to the service [second] section and the second 10 passageway not independently fluidly connecting the service [second] section to the purge [first] section.

42. (Amended) The air reservoir for use on a motor vehicle as set forth in claim 41, further including:

a valve for controlling the fluid communication between the service [second] section and the source of compressed air via the second passageway.

43. (Amended) The air reservoir for use on a motor vehicle as set forth in claim 41, wherein the second passageway [is] passes through the purge [first] section.

45. (Amended) An air supply system for a motor vehicle brake system, comprising:

a compressor for supplying compressed air;
an air dryer connected to receive compressed air from the air compressor, the 5 dryer including a desiccant bed through which the compressed air flows for providing a dry compressed air source for operating the brake system; and
a reservoir, including:
a purge [first] section;

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a service [second] section;
a baffle defining the purge [first] and service [second] sections;
a first passageway connecting the purge [first] section to the source of
the dry compressed air; and
a second passageway connecting the service [second] section to the
source of the dry compressed air, the dry compressed air being transmitted
15 between the source and the service [second] section without passing through the
purge [first] section during a first operating mode.

46. (Amended) The air supply system as set forth in claim 45, wherein,
during the first operating mode, a purge [first] portion of the compressed air is stored in
the purge [first] section before a service [second] portion of the compressed air is stored
in the service [second] section.

47. (Amended) The air supply system as set forth in claim 46, wherein the
purge [second] portion of the dry compressed air is transmitted from the first section to
the air dryer [second section] during a second operating mode.